

River Currents

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Front Cover:

DC2 Troy Shannon services CGC Wedge's P250 pump's hand primer while SA Brian Sanders assists. (photo by PA2 Rob Raskiewicz)

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It's weirdo, chaos, crazy organizations for crazy times, an accelerating pace of change...

by RADM Paul M. Blayney

District Commander

This edition of River Currents addresses "change". And change is certainly a topic of our times. American families are adjusting to change in structure and lifestyles. In the workplace new processes and procedures predominate. Technology, especially electronics, computers and communications advance daily. Outcomes of the last two national elections signaled a desire for change in government. Everywhere in our day-to-day lives, we see the influence of change.

Recently, while recovering from surgery I used the time off to catch up on my reading. I looked primarily at the current literature on leadership and management and organizational behavior. And I found it's a whirl-a-wind out there. It's weirdo, chaos, crazy organizations for crazy times, an accelerating pace of change... excellence through and past quality.

That's the picture of the future that's being painted. Peter Drucker, a management guru, says no current working business theory will be valid in ten years. Don't worry about what your organization looks like today, it'll change soon anyhow — or die. The late MCI CEO Bill McGowan said the chump-to-champ-to-chump cycle used to be three generations. Now it's about five years.


So where does that put the USCG and the Second District? This may surprise some, but I do not believe we're facing "change" in the classic sense, or to the degree experienced by many in business. To explain, I'll start with a dictionary definition of change: "To cause to be different; transform; a transition from one state, condition or phase to another. Change implies a fundamental difference or substitution of one thing for another." Yes, the Coast Guard is part of a shrinking federal government. But, no, I do not see a fundamental difference or transformation.

Our mission areas of maritime safety, marine environmental protection, maritime law enforcement and national security are solid. We've locked on to core values of Respect, Honor and Devotion to Duty. Who we are and what we do is historically based, working well and not even being looked at for adjustment. The plan announced by Secretary Pena to reorganize DOT left the Coast Guard virtually intact. Especially in comparison to others in and out of Government, I just do not see big changes on the near horizon for the USCG.

So, what about the concern, the anxiety that's out there? Well, that's real and it's natural. We've had Streamlining and Training Infrastructure studies underway for almost a year. We've been looking at a new field configuration in D2 for over two years. Those activities build uncertainty. That's to be expected. We may well, district and servicewide, do some shifting of where we are and how we're organized.

Budget outlooks demand some action, some efficiencies. Customer focus and emphasis on delivery of quality services may produce others. Following the Flag conference, the Commandant will make organizational decisions in April. ADM Kramek is very aware that we need to get on with the process of streamlining or adjustment (not fundamental change) that has been pending.

In the broader context of the world around us, Coast Guard shifts may not amount to fundamental "change". Even so, we must pay attention to our people. Information needs to be widely shared. Locations and lives will be affected. Expectations will not always be met. Implementation plans have to include input from those involved. We will move forward with great respect for the individual. That's the Coast Guard way. That won't change.

Stay Semper Paratus. 

From The Top



RADM Paul M. Blayney

"Change is the law of life. And those who look only to the past or present are certain to miss the future."

— John F. Kennedy

"The future is called 'perhaps,' which is the only possible thing to call the future."

And the important thing is not to allow that to scare you."

— Tennessee Williams

D2's new cutter

Moving to a new location, cross-training and battling hoards of spiders have kept the crew busy on their cross-district trek

story and photos by
PA2 Rob Raskiewicz

River Currents staff

"Originally we were a construction tender, which is very similar to inland river tenders,"

—BMCS Steve Smith

How many times have you heard "doing more with less" or "making something from nothing" since you've been in the Coast Guard? Well, the cutter Wedge, the district's newest buoy snatcher has been doing just that ever since the unit relocated from the hustle and bustle of New Orleans to the tranquil, backwater bayous of Demopolis, Ala.

Wedge made the move last July in conjunction with the Second District absorbing the Tennessee-Tombigbee Waterway system, including the Black Warrior and Alabama Rivers.

"Originally we were a construction tender, which is very similar to inland river tenders," said Senior Chief Boatswain's Mate Steve Smith, Officer-in-Charge of the Wedge.

In fact, the size, shape, horsepower and overall appearance of the tender are nearly identical to a river tender. Wedge is 75 feet long and has 750 horsepower between its two engines. Most river tenders are 65 or 75 feet long and have 630 to 750 horsepower engines. The major difference is the work barge the tender pushes.

"Our 'other' barge was 68-feet long, and we primarily drove piles and rarely set buoys," Smith said.

For the most part, the transition went rather well, but involved a self-help project of considerable magnitude.

"Our biggest problem was our new 90-foot, work barge," said Machinist Technician Chief Pehrson, the cutter's engineering petty officer. "It was stripped down and in pretty sad shape."

The work barge Wedge received was a district spare that had been unused for



Moored at its new home across from a popular local park; CGC Wedge, its new 90-barge and its old 68-foot barge (forward) cast a stately reflection on the backwater creek of the Tennessee-Tombigbee Waterway.

more than one year. The relatively sudden arrival of Wedge created a need for the mothballed barge.

"The barge was rusted inside and out," Pehrson said. "Some of the bulkheads and support beams were rusted completely through."

Before work could be done on the barge, there was one small (but deadly) problem.

"The barge was infested with spiders," Pehrson said. "The crane on the barge hadn't been overhauled in seven or eight years, so it needed to be taken down and worked on," he said.

"While we were taking it apart, the thing had spiders inside it and two of the yard workers were bitten by brown recluse spiders and rushed off to receive medical attention. (The brown recluse is one of two spiders, the other being the black widow, indigenous to the United States, whose bite is harmful and can be fatal to humans.) It was even worse in the barge voids below deck."

Professional exterminators were called in and bug-bombed the crane beneath a tent-like tarp. The voids of the work barge were also bombed before anyone was allowed to begin work.

"After that, the crew reluctantly went to



The Wedge's crane, now free of spider infestation, has been nearly rebuilt since last July.

work," said BM3 Shane Hunt joking.

"We have been working almost non-stop on the barge," said BM3 Kevin Oligschlaeger, a deck force supervisor. "We have spent hundreds of hours on just the barge -- luckily that's all that needed to be done."

While most of the crew was in the boat yards in New Orleans, Hunt was sent to the new moorings, in Demopolis to insure that everything was in working order for its new tenants.

"This facility is relatively new (built in 1987), and kept up pretty well," Hunt said. "I just fine tuned things."

The cutter has yet to make a buoy run as a complete tender and barge unit. While the crew was working on their barge, Group Ohio Valley sent the cutters Cimarron from Buchanan, Tenn., and Ouachita from Chattanooga, Tenn., down to help with the transition. They came down to bring some supplies and cross-train Wedge's crew on river aids-to-navigation.

Now the only thing holding Wedge back is the rivers.

"We've had high water for quite some time," Smith said. "On the up side though, it has given us extra time to get the barge ready, but now I think we're all pretty anxious to get underway." ■



CGC Greenbrier and an Army Corps of Engineers tender are the first vessels to officially lock through the Joe D. Waggonner Jr. Lock and Dam, on the Red River.

ATON to start on newly opened river

by PA2 Rob Raskiewicz

The Second District has once again expanded its boundaries, this time to include 200 miles of the Red River Waterway in Louisiana.

The Red River connects the northwestern corner of the state with the Mississippi River just above Baton Rouge and holds strong economic importance for the entire state.

The Red River project began nearly 70 years ago when local and regional interests, called the Red River Valley Association, began lobbying to reintroduce commercial navigation to the river. Through the efforts of the RRVA in 1968, the U.S. Congress authorized construction of the Red River Waterway Project under the River and Harbors Act.

The five lock and dams and rechanneling of the river (the rechanneling shortened the river by 50 miles) cost \$1.8 billion to complete, but will be an economic asset in the future.

"The project should generate jobs, stimulate port development, provide some flood control, prevent farmland erosion along the riverbank and provide a potential hydro(electric)power

source," said Maj. Timothy Young, Army Corps of Engineers Dept. Area Engineer of Shreveport/Vicksburg District.

"Navigation means a whole new life for the entire Red River Valley. It means a new economic direction for the region," said U.S. Senator J. Bennett Johnston, D-Louisiana in an interview with the Shreveport Times.

Although Eighth District Marine Safety Offices will handle any pollution case on the Red River, the cutter Greenbrier, a Group Lower Mississippi River unit homeported in Vidalia, La., will handle all aids-to-navigation work.

According to Second District Aids-to-Navigation Chief, CDR John Dejung, although the Greenbrier absorbed the Red River, it very well may be temporary; headquarters is currently in the early planning stages of determining just who will tend to the Red River.

"The Greenbrier is currently covering roughly 400 miles of navigable waterway (many of them transit miles) while other group lower (Lower Mississippi River) tenders cover about 100," said Dejung.

One option may be a self-propelled 65-foot work barge presently assigned to the Eight District, however nothing is really solid at this time. ■



Satellites guide buoy placement

by Robert Sanford

St. Louis Post-Dispatch Staff



PA2 Rob Raskiewicz

A crewman from CGC Kanawha maneuvers the vessel through a lock and dam. Along with a myriad of instruments on today's cutters is the Differential Global Positioning System.

The Coast Guard, responsible for placing buoys on navigable rivers, finds itself caught in a loop of sorts. It places buoys where they should be and then something comes along and knocks them loose — be it roiling waters, floating debris or towboats. So the Coast Guard has to replace the lost buoys. It's a game that has been going on for years.

Recently, the Coast Guard has been placing buoys with the help of satellites of the Global Positioning System, which has 24 satellites in orbit 11,000 miles up. The position reading from

the satellites help the Guard place buoys more accurately.

It doesn't solve the disappearing-buoy problem, but it makes replacement more standard.

GPS, a \$12 billion Defense Department project, is used for positioning troops and ships and targeting missiles. GPS satellites circle the earth every 20 hours. They transmit their position, identity, and time of broadcast.

A civilian user who gets GPS signals can determine his position with an accuracy within 100 yards.

The system being developed by the Coast Guard is more precise. It is called the Differential Global Positioning System (DGPS).

It is capable of guiding the buoy tender Sumac to within two feet of a designated point on the water, said CWO Scott Kaskeski, project manager, and member of Second Coast Guard Staff. The Sumac is based at the foot of Iron Street in St. Louis.

In addition to satellite information, DGPS adds another point of reference to GPS data. In this case, the added point is a radio transmitter in

Summerfield, Ill., about 20 miles east of St. Louis.

Through surveying and other determinations, the system knows exactly where the Summerfield reference station is. Distances to moving satellites are determined by the time it takes for a signal to travel. Positions are indicated by a form of "triangulation." Any variances in satellite signals are compared with Summerfield data, a known value. These comparisons lead to accurate site descriptions.

The boat's position is displayed on a computer screen; the screen shows a map of the river with its boundaries and buoys.

Chief Boatswain's Mate Steve Adams, Sumac's Executive Petty Officer, demonstrated the system as he headed for a buoy about 100 yards away. He watched the screen. At some points he would not have been able to see the buoy without leaning next to the window of the wheelhouse. Instead, he steered by watching the screen, moving the boat symbol closer to the buoy symbol.

When the two were close, he said, "Now look over the side at the water."

The buoy was there, about two feet from the side of the boat.

Chief Steve Thompson, an electrical technician at the Second District Aids-to-Navigation Branch, said the DGPS system makes it easier for buoy tenders to lay buoys in smoothly delineated lines in marking channels and ledges. The computer can store information about where a buoy belongs. When the system becomes developed and used by numerous boats, the computer will send quick messages to mariners about conditions on the river.

"About 8,000 buoys are lost each year on the upper Mississippi," Thompson said. "The Coast Guard's biggest river job is to maintain the buoy network on 9,000 miles of navigable waterways."

The Army Corps of Engineers also is involved in developing DGPS.

As work on DGPS has progressed, it has attracted the attention of poten-

tial users not on the river, project manager Kaskeski said. A crop duster in Louisiana wanted a method to be more accurate. A cellular phone company in Mississippi proposed using DGPS to pinpoint the location of transmitting towers.

With reference sites near St. Louis, Memphis and New Orleans, a good portion of the Mississippi is covered.

Other sites are planned in northern Illinois and near Minneapolis, Kaskeski said. A reference site signal reaches about 300 miles, he said.

The Coast Guard plans to have 60 reference sites operating in a year or so.

One use of GPS and DGPS that fires the imagination is in automobiles. Oldsmobile is offering a system in an 88 luxury sports sedan model. It cost about \$2,000 per unit and requires a digital map.

A wholesale automobile dealer said the system isn't being offered yet in Missouri because the mapping isn't complete.

"We're

seeing it offered now in Illinois, Indiana and Michigan," said Jerry Mouser, sales manager at Jack Schmitt Regency Olds in O'Fallon, Ill. "We don't have any operating units around here yet, but we've seen movies giving instructions.

"You punch in where you want to go and it will show you where you are on a map and will give verbal instructions about which way to go, where to turn and when.

"I imagine there are operating units in Chicago and probably the biggest customers are car rental agencies at airports. The customers rents the car and has the system for assistance."

The system could be used to warn drivers of traffic jams. Some buses and trucks already use GPS.

Geophysicists used GPS to measure parts of California after an earthquake a year ago and found that a mountain 3,447 feet high had grown 14 inches taller and moved 9 inches as a result of the quake.



Reserve program offers chance to become an officer

by PA2 Frank Dunn

River Currents Staff

The Coast Guard Reserve program released guidelines for the 1995 Reserve Officer Candidate Indoctrination Course.

The three-week course is open to qualified applicants from the ready reserve or active duty, civilians and members of other services who want to be commissioned in the Coast Guard Ready Reserve.

According to LCDR David Roundy, Chief of the Reserve Branch for the Second District and a graduate of the program, the program's length is compatible with drilling reservists who must take time out of their jobs and lives to complete the challenging course.

Applicants will be nominated following an interview board.

Roundy said, "All the information the applicant provides in the package is very important and; it all comes together during the interview board. It is very important to do well there."

Interested reservists, should follow the instruction in

the application package to apply for the program.

Applications are available to the commands through the Second District Readiness and Reserve Division in St. Louis.

"Normally packages are sent to the commands in the summer," said Roundy.

According to Roundy, the recent restructuring caused the information to be late coming out of headquarters on the numbers of new officers needed in the reserve program.

Members on active duty should apply through their chain of command to the readiness and reserve division in the district they intend to participate in. Civilians and members of other services should apply for the program through their local Coast Guard Recruiting Office.

Only applicants who have reached their 21st birthday but not their 33rd birthday by July 1 should submit a package. No waivers for age will be accepted.

"In years past, there has been some problems in clarity on the age issue. This year, headquarters clearly stated the requirements and will not accept waivers," Roundy said. ■

CG quality award in line with president's, civilian awards

by PA2 Frank Dunn

River Currents Staff

The Coast Guard recently unveiled changes to the Commandant's Quality Awards for 1994.

One change requires applicants to do a Federal Quality Institute Self-Assessment before submitting an award package.

"These changes allow the units to know what they are getting into before submitting their package for the award," said CDR Paul Gauthier, the Second District's Total Quality Management Coordinator.

According to him, unit commanders may save themselves a lot of time by using the point system in the Self-Assessment Guide to evaluate their unit's quality initiatives.

"The unit's command can sit down and use the self-assessment to look at the things they are doing right and

find out what they need to do better," Gauthier said.

Another change reduces the number of award categories from five to two, large and small. The large category covers units with 60 or more personnel billets or positions. The small category is for units with less than 60.

Another change allows more than one winner in each category.

"The award has been changed to recognize those units that have reached a given standard of excellence as opposed to trying to identify the unit with the 'best' quality initiatives," Gauthier said.

"Though, only one unit will be selected to represent the Coast Guard in the competition for the Secretary of Transportation's Quality Award," he added.

A third change permits district and area commands to make more than one nomination in a category.

Another change clarified the

requirements for the applicants, which should aid in writing submissions.

The changes are based on field recommendations of a quality action team making the awards better.

They match up the Commandant's Quality Award criteria with that of the President's Award for Quality and the Malcolm Baldrige National Quality Award. These awards set the standards for world class performance.

Units wishing to apply for the Commandant's Quality Award must have completed the self-assessment. Self-Assessment booklets are available through the District Total Quality Management Coordinator's Office.

Applicants should send their nomination packages to COMDT(G-CQ) via their commands. These packages are due at headquarters no later than April 10. ■

Second District Work-Life Staff

1-800-USCGWLS (EXT D02)
314-539-2675

**Supervisor,
Work-Life Staff**
LCDR Gary Massey
**Social Services
Assistant**

Lisa Garcia Fensterman
**Family Programs
Administrator**
Rich Curtis

**Relocation Assistance
Manager**

CWO2 Kim Mosby
**Health Education
Specialist**

HSC Michael Wright
**Career Information
Specialist**

RDC Charles Martinez
Wellness Coordinator
Elisa Mullins

**Dependent Resource
Coordinator**

JoAnn Tindall
**Employee Assistance
Coordinator**

John Yunker

District Chaplain

LT Elizabeth Lizarraga
District Ombudsman

Linnea Johnson
**Administrative
Support**

YN1 Linda Scott

Important Phone Numbers:

Coast Guard Health Benefits
1-800-942-2422

Maschoff, Barr & Associates
1-800-523-5668

Military Civil Rights
Coordinator/Facilitator
(314)-539-2675

March 24: Ombudsman Appreciation Day

by Lisa Garcia Fensterman

Social Service Assistant

This day provides an excellent opportunity to recognize our volunteer spouses who have generously given their valuable time to help us take care of our own Coast Guard Families.

An Ombudsman is a spouse designated by the commanding officer to serve as a link between the command and families. Due to the unique military life-style,

Coast Guard members and dependents routinely find themselves in new and different situations. The trustworthy assistance of our Ombudsmen in time of need has provided valuable support to families, while allowing our members and their command to focus on mission accomplishment.

Special thanks to our District Ombudsmen listed below for all of their meaningful and positive contributions made throughout the year. ■

AN OMBUDSMAN'S PRAYER

YOU KNOW WHY WE ARE HERE. YOU KNOW THE HEARTS OF US ALL. REMIND US TODAY OF THE URGENCY OF BEING PREPARED TO SERVE OUR FELLOW HUMAN BEINGS IN TIME OF NEED. HELP US, AS HELPING AGENTS, OMBUDSMAN, ALWAYS TO BE AVAILABLE TO THE COLLECTIVE, AS WELL AS THE INDIVIDUAL, NEEDS OF OTHERS IN TIMES OF EMERGENCY AND WHEN PEOPLE ARE IN STRESSFUL AND HURTING SITUATIONS. GIVE US AN UNDERSTANDING OF THE REASONS WHY WE EXIST AND SERVE. WE AFFIRM TODAY THAT A BETTER COMMUNITY AND A BETTER AMERICA BEGINS WITH US. BLESS US NOW. AMEN. (REPRINTED FROM THE OMBUDSMAN JOURNAL, FALL 1994)



Carol Murdock, CGC Gasconade



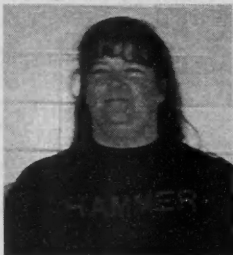
Amy Ferguson, Group Lower Miss. River



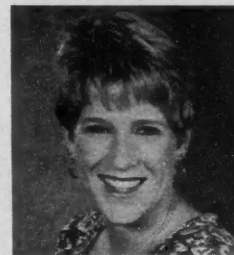
Jean Black, MSO Memphis



Patricia Ziegemeir, Group Ohio Valley



Carey Mancuso, CGC Osage



Michelle Olschlaeger, CGC Wedge



Linnea Johnson, St. Louis District Office



Barbara Janney, CGC Greenbrier



Mary Daring, CGC Scioto

Not pictured: Cynthia Boyles, Group Upper Mississippi River, Amy Vanderhaden, CGC Cheyenne, Rhonda Rambo, CGC Mustangum, Eva Roberts, CGC Chena, Lorie Byers, MSO Huntington, Melissa Zimmerman, MSO Davenport, Kathy West, Personnel/Pay Center.

The more you help the less children hurt



April is child abuse prevention month

by Lisa Garcia Fensterman

Social Service Assistant

*Each of us must
accept the
responsibility of
assuring a safe
environment for all
children by
committing
ourselves to stop
child abuse ...*

Our children deserve the best we have within us. They look to us to be their protectors, role models, heroes, and heroines.

Children who are loved and nurtured grow up to love and nurture others. They give back to their families, their neighborhoods, and the entire nation the good that was bestowed on them. When we show we care they can show they care; and so the chain continues — or should continue.

The frightening reality is that nearly 1 million children each year are abused and neglected. Every year, over 1,000 of these children die from their injuries. The rest live on, but they may carry the burden of their maltreatment into adulthood. Children who were abused are more likely to suffer from substance abuse, depression, learning disabilities, school failure, emotional and behav-

ioral disorders, criminal activity and an inability to foster healthy relationships. Child maltreatment knows no social or economic boundaries. It occurs in every neighborhood in America. We must dedicate our energies to eliminate child abuse, sexual abuse and neglect and their terrible legacy.

Each of us must accept the responsibility of assuring a safe environment for all children by committing ourselves to stop child abuse and neglect in our homes, businesses, schools, fraternal organizations, etc. The problems that face too many of our nation's children can be met if each one of us becomes determined to make a difference.

Additional child abuse information/assistance may be obtained by contacting Mr. Richard Curtis, Work-Life Family Programs Administrator (1-800-USCGWL ext D02), or by contacting Maschoff/Barr, the Coast Guard's employee assistance contract provider (1-800-523-5668). ■

Moving On

Referral programs to help members getting out

by RDC Charles R. Martinez

Career Information Specialist

Coast Guard Career Information Specialists (CIS) have been working on a desk top guide to be distributed to units to assist unit career counselors in counseling members. The guide is in its final draft stages and is expected to "hit the street" by April 1, 1995. In the interim, unit career counselors are encouraged to contact the District Career Information Specialist (CIS) should they require assistance.

By the end of March 1995, the D2 CIS should have two employment assistance

programs in place; 1) Defense Outplacement Referral System (DORS) and 2) Transition Bulletin Board. These automated job referral programs connect potential employers with transitioning CG personnel and their spouses.

DORS, is a mini-resume registry and referral system developed to provide employers with easy access to transitioning personnel seeking other employment.

TBB is an electronic bulletin board listing thousands of jobs available that are input by prospective national, regional, and local employers.

These services do not guarantee to find everyone a job, applicants must do research and networking on their own as well! These two services are currently available at DOD Transition Assistance Offices.

All separating or retiring members are encouraged to utilize these and all transition services available.

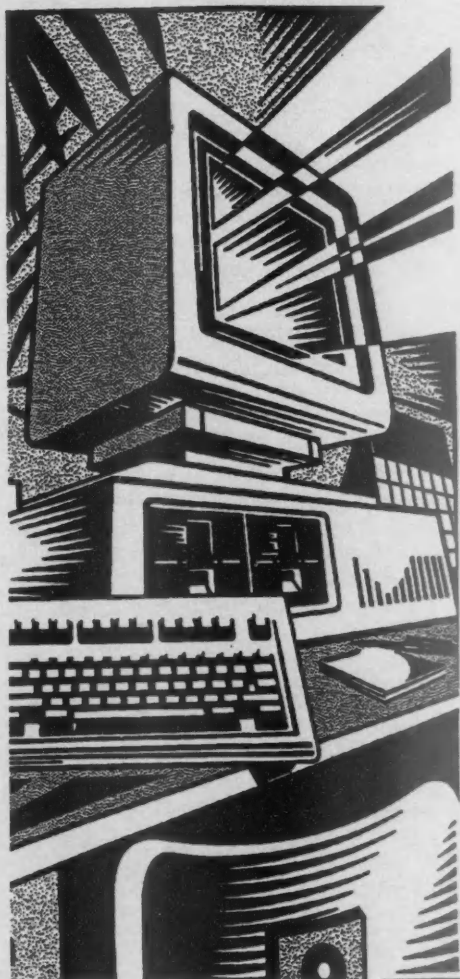
The Defense Authorization Bill of 1995 authorized, and in some cases mandated, that all separating and retiring service members have access to transition assistance services. All members involuntarily separated (IVS) or retired (IVR) during the five year period, commencing Oct. 1, 1994, should receive specific benefits. ALDIST 192/94 announced availability of services and benefits to military members.

The Coast Guard's Transition Assistance Management Program (TAMP) services and benefits can be classified into four categories; pre-separation counseling, employment assistance, relocation assistance for members separating overseas and benefits for member IVS or IVR.

The law stipulates that members should be counseled within 180 days of their expiration of enlistment. Department of Defense Form 2648 will be used to document this counseling. The form is a checklist of benefits and services available to a separating member and is the opportunity for the member to indicate whether they and their spouse desire more information in a given field.

Do not hesitate to call CPO Charles R. Martinez at (314) 539-2675 for information and assistance. ■

*DORS, is a
mini-resume
registry and
bulletin board listing
referral sys-
thousands of jobs
tem to pro-
available that are input
vide employ-
by prospective national,
ers with easy
regional, and local
access to
employers.
transitioning
personnel ...*



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Help children to protect themselves from abuse

Making your children informed about abuse might help them to recognize it and help them to be more open to you if it occurs.

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*You can
support the
child who
reports
physical
abuse or
sexual
molestation
to you*

No matter how much we love our children, raising them is a demanding and often stressful job. It can bring frustration along with joy. To cope, we refer to our own childhood experiences. For some, this leads to child abuse.

Physical Abuse Parents who abuse children often do not fully understand the harm they cause. Emergency room physicians may be told that a child had an accident. Seldom does an abusive parent admit to causing injury.

Children may go along with the story because they tend to assume responsibility for the incident. They find it difficult to accept that they are abused. When you try to help, they may withdraw. The law, however, is clear regarding what constitutes abuse.

In part, federal law states that it is a crime to cause evidence of "...skin bruising, bleeding, malnutrition, sexual molestation, burns, fracture of any bone, subdural hematoma, soft tissue swelling, failure to thrive, or death, and such condition or death is not justifiably explained, or where the history given concerning such condition or death may not be the product of an accident." Sexual Abuse Statistics show that most sexual molestation is committed by relatives, friends or neighbors.

Handicapped and retarded children are susceptible, as are younger children in families with child abuse history. Other risky situations include changes in step or foster parents, and young children frequently left alone with step or foster parents.

You can protect your children by letting

them know they should not want to be touched in the genital, anal or breast areas.

You'll be educating them about their bodies. They'll understand that you want to know if they have problems. And if you suspect abuse, watch for signals like these:

- * Behavior problems, such as running away or substance abuse.
- * Emotional problems. Fear of grown-ups, anxiety, guilt or crying.
- * Failure to establish or keep up friendships.
- * Words or artistic expressions that suggest sexual experience.
- * Telling others about sexual experiences.
- * Suicide attempts.
- * Psychological changes, such as phobia, hysteria or hypochondria.
- * Bleeding, infections, rash and discharge in vaginal, genital or rectal areas.

You Can Help

You can be caring and alert. Share facts with your own children about abuse and how to guard against it. Prepare them so that they can be wary of friends as well as strangers.

You can support the child who reports physical abuse or sexual molestation to you.

You can be sensitive to feelings of fear and guilt.

You can refer situations to child protective services. Adults can be referred to organizations such as Parents Anonymous. You may ask a school counselor to intervene.

The experience of helping a child can be upsetting. Ask for help of professionals and other parents when you need it. If the child is not your own, it's important to respect the legal and confidentiality rights of the family. ☐

May 14: Military Spouse Appreciation Day

by Lisa Garcia Fensterman

Social Service Assistant

Marriages in military families are frequently challenged. Those who remain at home know the loneliness and stress of managing a household and family alone. Permanent Change of Station moves, deployments and routine disruptions require full-time commitment from each member of the family.

Spousal support and encouragement are instrumental in the successful accomplishment of many of the demanding and time-consuming responsibilities members face throughout his or her career. We want to take this opportunity to recognize our Second District spouses for being an important part of the Coast Guard. We appreciate you very much! ☐

SILENT SUPPORT

WILL THEY KNOW MY LIFE WHEN I DEPART MY HOUSE; THE LIFE, THAT IS, OF THE SERVICE SPOUSE? WILL THEY KNOW I'M PROUD OF WHAT I HAVE DONE, OF WHAT I HAVE SEEN, AND WHERE I HAVE GONE? WILL THEY KNOW THAT I CHOSE, I VOLUNTEERED, TO STAND BESIDE THE ONE I HOLD DEAR? MY COUNTRY ASKED ME TO GIVE AND TO SERVE IN SILENT SUPPORT...AND WITHOUT RESERVE. LIKE THE EAGLE ABOVE I SPREAD MY WINGS; PROTECTED MY HOME, AND ALL THAT IT MEANS.

I STAYED BEHIND WITH A FEAR THAT WAS DEEP, AND MY PRIVATE PRAYER... "THE PEACE, PLEASE KEEP." THE LYRE OF LIFE IS THE MUSIC I PLAY, IN HARMONY I'VE GUIDED EACH DAY, I BALANCED MY FAMILY, MY FRIENDS...MYSELF, TRIED TO BE FAITHFUL, AND TRIED TO GIVE HELP. I QUIETLY WATCHED MY FAMILY GROW, THE YEARS HAVE GONE BY...AND WHAT DOES IT SHOW? OUR WORK TOGETHER WILL NEVER BE DONE, I'LL ALWAYS BE THERE... OUR BATTLES ARE ONE. AND WHERE DOES HOPE FIND A HOME THAT IS SAFE, A HOME WHERE DUTY HAS BEAUTY AND GRACE? THE ANSWER'S CLEAR AS I LOOK AT MY HOUSE IT'S FOUND IN THE HEART OF EACH SERVICE SPOUSE. — SUSAN ALLEN, 1990

'Whoever said raising children was easy — hasn't seen mine'

by JoAnn Tindall

Dependent Resource Coordinator

Raising children can be a dream come true, or a nightmare. They come into the world as warm, little bundles of joy, getting excited at the mere sight of mom or dad.

Infants depend on parents for everything; purchasing all the new toys, name brand clothes, games and lots of attention. But somewhere, around the age of two, things begin to change.

These beautiful happy little bundles of joy turn into creatures of demand.

Suddenly they want your attention (NOW). If you aren't willing, or able, to give them that right away they quickly learn techniques to manipulate you. They will scream, throw temper tantrums, bite, or use any other scare tactic they dream up. And just when you think you can no

longer survive the "terrible twos" something magical begins. These creatures start to act like normal human beings.

Do all children go through this process? Most do, even though there are a few parents who claim their children never went through the terrible twos (must be the space alien children I've read about). Now don't get too excited because this calm period is only to prepare us for the teen cycle. Yes, we do get a break, but, how you choose to spend this wonderful period is up to you. I strongly suggest that parents not spend this time in blind blissfulness, but, instead search out and I MEAN SEARCH for skills to prepare for teenagers.

Teenagers are those tall bodies that resemble us, however, their mannerism sets them far apart from us. You all know what I mean.

You've seen them in society. The

people who wear their clothes twenty sizes too big, ten holes in their ears, or shorts and tee-shirts in the winter and then there is always the HAIR.

I know first hand, one of my son's shaves his head and leaves a few strands on top (for a ponytail when he is out of my sight) — UGH! These teenagers have also developed a problem with speech. They forgot how to talk in a normal tone, instead it is replaced by screaming and arguing.

Why you ask? It's because they now KNOW EVERYTHING and are frustrated by our ignorance.

DOES ANY OF THIS SOUND FAMILIAR? If not, just wait.

Fortunately, Work-Life has a library of books, videos, workshops and professionals to help advise, prepare, and sympathize with you. It's free so why not take advantage and call us. ☐

Good diet might decrease risk of cancer

April is cancer control month

by Elisa Mullins

District Wellness Coordinator

Cancer is a scary word. There is a greater likelihood of dying of a heart attack, but most of us fear cancer even more. It has been well documented that you can cut your risk of heart disease by living a healthy lifestyle. But it is less clear-cut how to dodge cancer. Heart disease now kills at half the rate it did at its 1965 peak while cancer deaths have risen seven percent in the last twenty years. One out of every five of us will die from cancer. Those are frightening statistics.

We have a lot to learn about cancer. There are many types, and each has its own high-risk groups, alleged causes, and potential cures. It is easy to feel helpless against cancer, but education is perhaps your best shield. Medical research has pointed to a healthy diet as being one tool you can use to guard against certain types of cancers. The following synopsis of the 13 diet-related cancers (listed in order of prevalence) may help you pinpoint how you can minimize your risk.

Lung

-Strikes fewer people than prostate, breast, or colon cancer, but is the biggest cancer killer.

-Risk Factors: Cigarettes (85% of lung cancer deaths), radon, asbestos, arsenic, radiation, secondary smoke, air pollution.



-To decrease your risk: Plain and simple, quit smoking. However, smokers who eat a diet rich in fruits and vegetables, especially those high in beta-carotene, have half the risk of other smokers (it appears to be something in the food, as beta-carotene supplements do not decrease risk).

Colon, Rectum

-Best bet is early detection: If caught when the cancer is still localized, there is a 90% chance of surviving more than 5 years.

-Risk Factors: High fat diet (especially lots of red meats), diet low in fruits and vegetables, family history of colon or rectal cancer, polyps, or inflammatory bowel disease.

-To decrease your risk: Eat a diet low in fat, heavy on fruits and veggies, and low on red meat. Studies of vitamin supplementation have not shown a decreased risk.

Breast

-The most common form of cancer in women, and still on the increase.

-Risk Factors: Age, family history of breast cancer, early menarche or late menopause, age at which the first child is born, never having had children, higher education and income, and obesity.

-To decrease your risk: Practice monthly self-examinations, see your physician regularly for a clinical breast exam, and have mammograms as recommended (see below). In addition, the typical high-fat American diet may increase the risk. Limit or abolish alcohol.

Prostate

-One out of every eight men will get prostate cancer in his lifetime. Half of all deaths are in men aged



77 or older.

-Risk Factors: Race (African-American men are twice as likely to die of it), diet high in fat and high in red meat.

-To decrease your risk: Diet low in fat and red meat. Researchers are also looking at vitamin E as a possible preventive therapy.

Pancreas

-Only three out of every 100 patients survive five years.

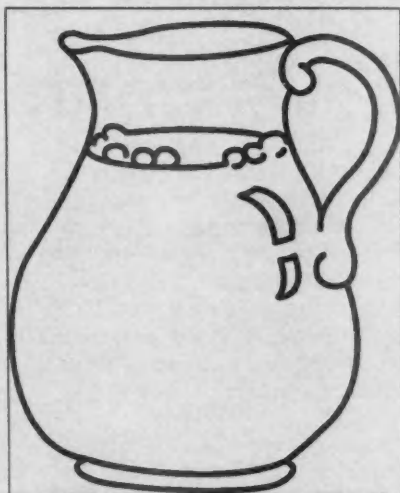
-Risk Factors: Smoking, possibly a diet low in fruits and veggies and high in fat.

-To decrease your risk: Stop smoking; increase fruits/veggies and decrease fat.

Stomach

-Second leading cause of cancer deaths worldwide, but US death rate is only one-fourth what it was in the early 1900's.

-Risk Factors: Smoking, race (African-Americans have a higher rate), family history of stomach cancer, diet low in fruits and vegetables, Helicobacter pylori bacterial infection.



-To decrease your risk: Stop smoking, eat more veggies and fruits. Highly salted, cured, or smoked foods may also increase the risk by creating cancer-causing nitrosamines.

Ovary

-Often no warning signs, and only 41 out of every 100 patients are alive five years after they are diagnosed.

-Risk Factors: Family history of ovarian cancer, infertility, perhaps diets high in saturated fat and low in vegetable fiber.

-To decrease your risk: Women who have been pregnant, whether a failed or successful pregnancy, seem to have lower risk; oral contraceptives, tubal ligations, hysterectomies, and breastfeedings are all linked to decreased risk.

Liver

-Very deadly, but also very rare in the U.S.

-Risk Factors: alcoholic cirrhosis or chronic hepatitis B or C, especially if HIV positive.

Bladder

-With early detection, more than 90% of patients survive at least five years.

-Risk Factors: Smoking, especially for males.

-To decrease your risk: The National Cancer Institute reports that fresh fruits and vegetables were found to be protective in five out of six studies.

Esophagus

-Fairly uncommon, except among low-income African-American men.

-Risk Factors: Alcohol, smoking, perhaps a diet low in vitamins and minerals.

Mouth, Throat, Tongue, Lip

-Oral cancer is uncommon, except among tobacco users and heavy drinkers.

-Risk factors: Three of four cases are due to alcohol or tobacco (cigarettes, cigars, pipes, and smokeless tobacco, especially snuff). The risk skyrockets for those who smoke and drink: two packs of cigarettes and four drinks a day equals a 35 times greater risk. The human papilloma virus may also be a risk factor. Use of high-alcohol mouth washes is under suspicion.

-To decrease risk: The National Institute of Dental Research cites strong evidence that vegetable and especially fruits are protective.

Uterus (Endometrium)

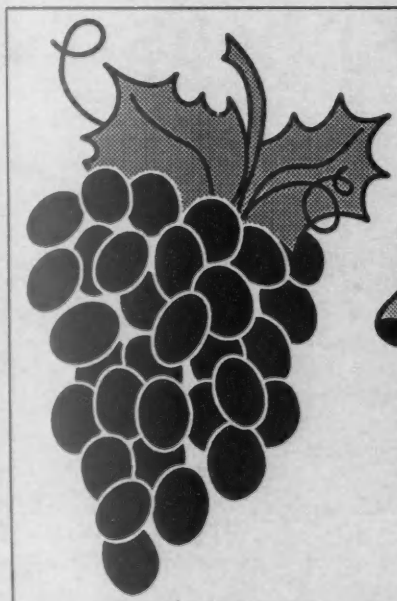
-Cases have decreased since the 1970's due to a different type of hormone replacement therapy now in use.

Risk factors: Obesity, early menarche or late menopause, infertility or failure to ovulate.

Uterus (Cervix)

-Drastic decrease since Pap smears made it easy to detect abnormal cells.

-Risk factors: Smoking, multiple sex partners, first intercourse at an early age, or certain human papilloma viruses.



-To decrease risk: Some studies have pointed to diets rich in fruits and vegetables as protective.

What test you need

Detecting cancer early is half the battle. The American Cancer Society recommends the following:

>Get a yearly Pap smear and pelvic exam if you are sexually active or 18 or older (endometrium, cervix).

>Do a monthly breast self-exam starting at age 20 (breast).

>Get a mammogram every year or two between the ages of 40 and 49 and every year starting at age 50 (breast).

>Get a digital rectal exam every year after age 40 (rectum, prostate).

>Have a prostate-specific antigen (PSA) blood test every year starting at age 50 (prostate).

>Have your stool tested for hidden blood once a year after age 50 (colon and rectum).

>Have a sigmoidoscopy exam every three to five years after age 50 (colon and rectum).

>Get a dental check-up at least once a year (mouth).

Where to find out more

The National Cancer Institute: 800-4-Cancer. The American Cancer Society: 800-ACS-2345. ■



Get your money's worth

reprinted from the National Institute of Mental Health, 1995



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Some people retire with a pension, or perhaps even retire from one career and go on to another with benefit of additional income. These are the "young-old" adults who are physically and mentally vigorous. If you are in this group, it may be the first time you are free of financial stress and able to indulge in "the good things in life" which were formerly out of reach. A sense of comfort and achievement comes with the new lifestyle and status.

No matter what your level of income, however, you're not alone if you're worried about getting your money's worth when the value of the dollar is low. If you have limited income or resources, it becomes an even greater concern. Are you troubled about the expense of going places and doing things? Convenience to transportation and shopping, for instance, is an important consideration in selecting a place to live.

Senior housing at affordable rental rates may be the answer to your problem of finding the right apartment, at the right price, in the right place. When you are "stepping out", take advantage of the discounts offered to older citizens on the bus or other public transportation, at the theater, movies, museums, and restaurants.

These are benefits which can help you to enjoy more for less. ■

For information on activities and services for the elderly, call your local agency on aging, social services office, community mental health center, consumer affairs office or the Red Cross.

National organizations include:

*National Council of Senior Citizens
925 15th Street, N.W.

Washington, DC 20005

*American Association of Retired Persons

1909 "K" Street, N.W.

Washington, DC 20049

*Gray Panthers

3700 Chestnut Street

Philadelphia, PA 19104

The pain of Arthritis can be helped

by JoAnn Tindall

Dependent Resources Coordinator

About 37 million Americans - one out of seven - have some kind of arthritis. Some early warning signs are swelling in one or more joints, early morning stiffness, redness in a joint and inability to move a joint in a normal fashion.

Fortunately, with the right type of treatment all arthritis can be helped. Some forms of treatment are very simple and can be done on your own, such as; exercise, using hot and cold treatments, protecting the areas most commonly affected (taking short rests, easy-to-open containers) and medicines.

Arthritis medicine will relieve pain and help slow down the disease process.

There are arthritis centers all around the United States that are dedicated to the early detection, management and



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treatment for this disease.

The Arthritis Foundation is another source for information and can be reached at 1-800-283-7800. If referrals of medical facilities are needed, contact the Arthritis Care Program at 1-800-863-4774. ■

CISDs helps to deal with *post-traumatic Stress*

by John C. Yunker

Employee Assistance Program Coordinator

In today's volatile world, traumatic events — rapes, robberies, assaults, murders, fires, explosions, and accidents — are occurring more frequently and closer to home. In most instances, the aftermath of the violence causes as much harm as the actual act itself. It can also result in significant consequences in the workplace.

When incidents happen, symptoms of Post-Traumatic Stress Disorder usually occur.

These normal physical and emotional effects usually cause workplace disruption, absenteeism and decreased productivity.

Without intervention about 20 percent of people, or one in five, develop post-traumatic stress. Your Employee Assistance Program and Work-Life Staff can respond to these critical incidents using a model designed to help Coast Guard personnel and other members of the "Coast Guard Family" (civilian employees, family members, etc.). The model has proven so effective that it is used widely by the American Red Cross, hospitals, emergency service personnel, and major corporations. Critical Incident Stress Debriefings (CISD) are part of your Employee Assistance Program (EAP). This model has also been adapted for use in corporations (downsizings, take-overs, relocations, rifts, transitions, layoffs, and unexpected/violent deaths), in church congregations (in times of difficult transitions), and in businesses such as property management where a traumatic event directly affects the bottom line. A debriefing is a group discussion which provides facts about the incident and a forum for those involved to process their emotions and thoughts. The debriefers encourage mutual support and positive coping strategies. Studies have shown that when people feel supported and cared for, the possibility of post-traumatic stress is significantly decreased.

The need for CISD? If an incident occurs within your workplace and you do not know if it is "critical" or not, contact me for assistance and coordination.

For more information, call 314-539-2675 (Work-Life).

District helps units with compliance coordinator *CG strives to monitor environmental impact from daily operations*

by CWO Gregg Peterson

District Environmental Compliance Coordinator

The Second District Aids-to-Navigation Branch in St. Louis, established an Environmental Compliance Coordinator position in July 1994 to support field units on environmental issues.

"It's a comfort for our people in the field, to have CWO Gregg Peterson to call for the 'alphabet soup' of federal environmental issues and guidance," said CDR John Dejung, Chief, Second District Aids-to-Navigation Branch.

"It was a good idea and showed foresight to establish the position, especially in light of the aids-to-navigation battery issue," Dejung said.

The Federal Facilities Compliance Act and the recent attention paid to batteries in the rivers, requires the Coast Guard to develop an active program to monitor the environmental impacts of its daily operations, ensuring compliance with all federal, state and local laws and regulations.

Nationally, programs are identifying areas of strength and weakness. Additionally, states are bringing pressure to bear to clean up "past sins" when regulations concerning batteries did not exist.

A service-wide, Environmental Compliance Evaluation identified areas of strength and weaknesses with the Coast Guard's ability to handle hazardous waste.

Our most common problems included drums not marked or labeled, waste not characterized, inadequate emergency response plans and poor record keeping. These items represent units that generate more hazardous waste than the average Second District unit. It can be used as a gauge to measure a unit's compliance program against other units throughout the Coast Guard.

CWO Peterson, District Environmental Compliance Coordinator, may be reached at (314) 539-3714 or G.Peterson/D203 E-Mail.

Future certain, destination unknown

CG makes changes for tomorrow

Coast Guard people prepare to face many challenges

by District Public Affairs staff

These are exciting times for the Coast Guard.

Last year's refugee operations in the Southeast and our own 1993 Flood have lifted the public's awareness and appreciation of us to its highest level since World War II.

Now we face the uncertainty and challenges of simultaneous reorganization plans at the department, district and Second District unit levels. All Coast Guard members, active duty, civilian, reserve and auxiliary will be affected.

School decisions, summer vacations, mortgages and career plans are on hold while we wait for options to be chosen and put into action.

In the meantime, people are clearly anxious. But this is not the first time we have faced change in the modern-day Coast Guard.

In the mid-1980s, two districts were absorbed by their neighbors and the area Maintenance and Logistics Commands were

created. Here in the 2nd, we tinkered with the Marine Safety Office and Group structures dropping from eight MSOs to six and five groups to three.

Admittedly, these changes were minor compared to what we potentially face today, but they did cause their own level of grumbling, nervousness and misery. In spite of that, no one is advocating a return to the old ways of doing business.

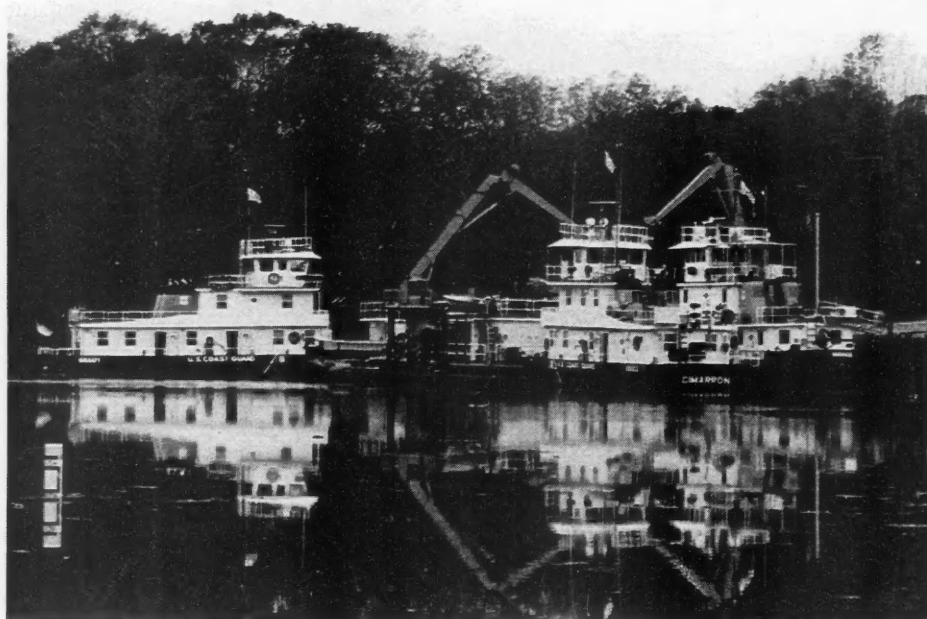
Some people already know their fate. We knew last year that the Documentation offices will be consolidated in West Virginia. This will affect 10 civilians at the St. Louis Marine Safety Office.

We now know that the Department of Transportation will reorganize and make dramatic employee reductions. While the Coast Guard remains essentially intact under the planned restructuring, our Second District Bridge Branch people may be transferred to a new Intermodal Division of DOT, possibly to another location.

The Commandant's Streamlining Study promises to result in sweeping changes for the Coast Guard's area and district staffs.

*Keep an even
keel by
recalling
your
commitment
to duty and
the
responsibility
that entails
and adopting
a healthy
perspective.*

CGCs Wedge, Cimarron and Ouachita conduct cross training at Wedge's new moorings. Wedge was recently added to the Second District and will work the Tennessee-Tombigbee Waterway System.



The Second District's Riggers (Group/MSO consolidation) study has been completed and we are awaiting implementation instructions from Headquarters that will affect many of our major field units.

It seems like a lot happening all at once. Is it necessary? Why is change coming so rapidly?

As with most things, it starts with money.

The cost of government must be reduced and our political leaders now appear to have the will to do just that.

There are no budgetary sacred cows anymore. Even small and cost-effective organizations such as the Coast Guard must make tough but intelligent streamlining decisions or run the risk of having it done indiscriminately by strangers.

Besides doing our job cheaper, we may be able to do it more efficiently. Other than the creation of MLCs, the Coast Guard district system has gone relatively unchanged for more than 50 years. We may be long overdue for a change.

On the Second District level, the effort to combine MSOs and Groups is the culmination of months of study of a concept that has been kicked around for a long time. It promises to create economies of scale and efficiencies that will pay off down the road. It also meshes with the public expectation that there be one Coast Guard point of contact in each area and will enhance our ability to properly utilize the Reserve and Auxiliary. Makes sense.

Unfortunately, some Second District people may have their appletart upset by one or both of these plans. Some people may have short tours, some may have to PCS faster than they would prefer to, others will be unaffected. Whatever happens, perceptions of inequity will occur and some will surely be inconvenienced or worse.

How to deal with the perception of impending doom? Keep an even keel by recalling your commitment to duty and the responsibility that entails and adopting a healthy perspective.

Though we sometimes forget, wearing the uniform (and to a lesser extent, government service in general) has built-in privileges and responsibilities. Most of us eagerly participate in the benefits of service life and rarely experience the downside of rapid deployments, unaccom-



PA2 Frank Dunn

panied overseas tours and risking life and limb. This may be one of those downside years for some.

But take heart. Remember that the decisions made and action taken are intended to strengthen the Coast Guard, allowing it to better serve the public in an era of static or declining budgets and ensure its future viability.

You may be proud of the role you have played in this outstanding organization's past and present. That is why you signed up in the first place. Be proud as we prepare for its future. ■

READING LIST:

Managing Change —

(Recommended by D2 District Quality Manager, Call (314) 539-2675 for Availability)

Highwire Management by Gene Calvert
Thriving on Chaos by Tom Peters
Healing the Wounds by David Noer
Managing the Whirlwind by Michael Annison

Downsizing Without Disaster by Lynn Tylczak

Managing individual stress and dealing with change —

(Recommended by D2 WorkLife Staff, Call (314) 539-2829 for Availability)

Stress...Learn to Relax Program by John Curtis and Richard Detert
Making Humor Work by Terry L. Paulson
Stress That Motivates by Dru Scott
Stress and the Military Family (Pamphlet)

What Everyone Should Know About Stress (Pamphlet)

CWO Tracy Royce, a marine inspector with MSO Huntington, W. Va., records the results of an inflation test administered on a life raft by Kathy Harris, a Quality Control Manager for RPR Industries of Grantsville, W. Va. Proposed legislation would end this type of inspection by the Coast Guard.

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 people are
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Random violence: *One woman's story of surviving an attack by a disgruntled ex-employee*

by PA2 Frank Dunn

River Currents staff

It was a normal Thursday as Sandy Safford sat behind her desk in the administration building of the Mt. Diablo School District in Concord, Calif. She shared the office space of community relations and public information with another secretary.

Safford's life was about to change forever.

"I was in my office directly behind (the lobby) where the receptionist sat. It was 10:45 in the morning March 7, 1991, and we suddenly heard these loud noises, which sounded like an explosion," Safford said.

Safford is the wife of CDR Mike Safford, Chief of the Second District's Information Resources Management Office.

She said, "After the second (noise) myself and the other secretary immediately got up and started towards the lobby because we knew the receptionist was out there."

She said, "My first thought was the boiler had exploded."

"I had just made it around to the front of my desk when the lady appeared in the doorway pointing a gun at me. The only thing between us was the area which ran the length of my desk," she said.

According to Safford, the lady with the gun had been employed by the school district for many years but was released from employment because she started showing some signs of mental instability.

Two years later she had returned with a gun.

The woman walked into the lobby of the school district's administrative building went up to the receptionist desk and fired two shots from her pistol into the switch board that controlled the entire phone system for the school district.

"That's where the first two bullets went from her .357 Magnum," Safford said.



Sandy Safford and CDR Mike Safford, her husband. Ms. Safford had never met the woman who shot her.

After finding herself face to face with a woman holding a gun, Safford said that for her, "Everything seemingly began going in slow motion. I remember turning to look for the other secretary in our office and not seeing her. I thought to myself, well how smart of her, she's jumped to the side of her desk, what am I still doing here?"

But the other secretary had not hid. She was the one person who recognized the woman with the gun.

"She had actually dove into another office, shut the door and immediately dialed 911. The police were aware of what was going on seconds after the first shots were fired," Safford said.

According to Safford, the woman with the gun suddenly began firing into her office.

"I dove behind my desk. As I was doing so I was hit in the outer arm of my right shoulder. I had an entrance and an exit wound through my arm," Safford said.

"When the shots were fired I felt this impact on my arm, it was more like a hard punch, but it still didn't dawn on

me until I put my hand on my arm and came away with blood," she said.

The bullet that went through Safford's arm struck a door behind her. Another bullet went through a wall and landed in a copy of the California State Penal Code in an adjacent room. After firing three shots into Safford's office, the woman's gun was empty and she began to reload.

According to Safford, when the woman began to reload, she and the receptionist, who was at the switchboard when the woman shot it but was not injured, closed the door to Safford's office. But that door did not lock.

The other secretary, who had called 911, then called for Safford and the receptionist to come into the other office because they could lock the door there.

Safford said, "We felt safer in the locked room; but we were still concerned because there were about 130 people who worked in the building and we didn't know where (the shooter) was heading."

In another room next to where the shooting happened there was a meeting of all the district's elementary school principals.

Two of the principals from that meeting recognized the sounds as gunfire and went through a side door and grabbed the woman with the gun as she proceeded down a hallway.

"Evidently she had so much adrenaline going that the three of them could hardly contain her until one of the assistant superintendents walked up and proceeded to basically do a citizens arrest," Safford said.

According to Safford, as soon as the woman heard him place her under citizen's arrest the woman calmed down and handed over the gun.

"Once the woman was apprehended and we found out everyone else was okay, I started to get light headed," Safford said.

The paramedics who had arrived shortly after the shooting treated Safford and whisked her off to the hospital.

She said, "Because the wound was so clean, the doctor irrigated it very well, put stitches in both holes, put my arm in a sling, gave me some pain pills and sent me home."

Then the healing process started, not only for her arm but for her mind as well.

Whenever a bad situation occurs we try to discover ways to prevent it in the future. With random violence, it can be much harder to come up with a solution.

"It was two years after she was released when she walked into the building and opened fire. I really don't see any way the incident could have been avoided," Safford said.

Though she believes the shooting was unavoidable, there have been changes in Safford's life.

"I have made many changes in my life-style. Many of which are not related to the shooting. I am more aware of all potential danger," she said. ☐

Awareness may keep you safe

Use common sense to prevent danger at work and at home

by PA2 Frank Dunn

River Currents staff

At home we take many measures to attempt to keep ourselves safe from violent crime. We lock our doors and windows and keep an eye on our children. We try to use common sense and what we have learned from experience to protect ourselves.

But what about random violence?

According to TCCM Michael Gray, the Second District's Security Manager, keeping aware of your surroundings at home and at work will help you to avoid harm.

"A fence or a locked door is a deterrence to someone trying to get in," he said. "If they really want to (get through) your security they will, so you must be aware."

Preventing random violence is a more difficult task.

It was two years after being released from employment when a disgruntled employee walked into the building where Sandy Safford worked and shot her in the arm with a pistol.

"I really don't see any way the incident could have been avoided," she said. "You would have to have intense security at every building across the nation."

That is, of course, unrealistic.

According to Gray, being aware is realistic and being pro-active may keep someone from being harmed.

He said, let someone know if a coworker, or anyone for that matter, appears to have a problem or exhibits a potential for violence.

"This may seem a little paranoid but it could prevent a situation or at least assist officials if something happens," Gray said.

"Not letting someone know may slow down response time if an incident occurs," he said. ☐

Cutter finds new home

story and photo by
PA2 Frank Dunn

River Currents staff

With apologies to Mark Twain, the rumors of CGC Dogwood's demise were greatly exaggerated. Though reported dead on arrival in the Dec. 1990 issue of *River Currents*, "GSA (General Services Administration) will offer the cutter to other federal and state agencies. If an agency doesn't want it, it is offered to nonprofit organizations. If there are still no takers, it may be sold to the general public. It appears Dogwood will never make it to that final stage," it is alive and sailing today.

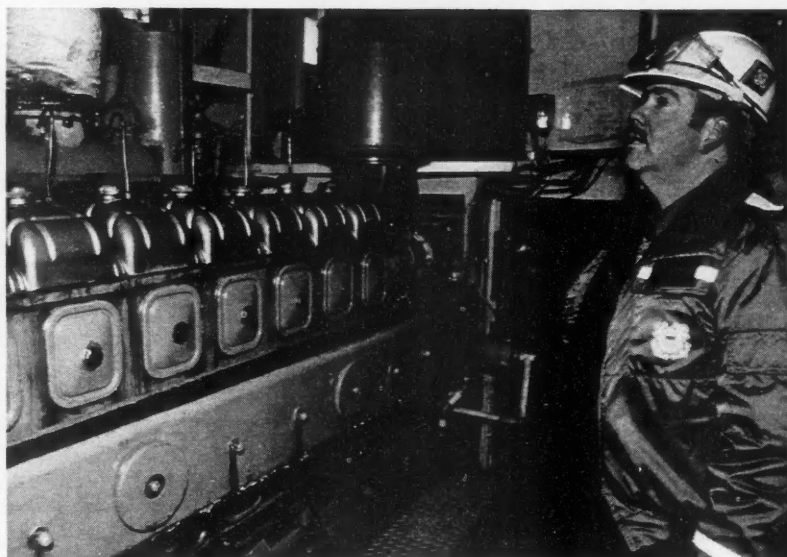
CWO Tracy Royce, of Coast Guard Marine Safety Office Huntington, W.Va., recently received a letter from Madison Coal & Supply Co. of Charleston, W.Va., on converting the former 114-foot cutter (WLR-259) into a passenger vessel for overnight excursions.

"I received an original set of plans for the Dogwood and a plan of what they wanted it to look like on the outside," Royce, a Coast Guard Marine Inspector and Investigator said.

What it looks like on the outside does not matter to Royce as much as what was going on in the inside.

"Because Dogwood is over 100 gross tons and Madison Coal's original design had the vessel carrying more than six passengers it was subject to certain regulations and needed to be inspected," Royce said. The original plans were modified by Dogwood's new owners.

"We are now thinking of turning the Dogwood into a passenger boat that will carry six passengers on overnight trips along the Ohio River," said Tony Holbrook, a Purchasing Analyst for Madison Coal & Supply Co.



CWO Tracy Royce walks through the engine room of the 55-year-old Dogwood. Each engine was given a nickname by the old Coast Guard crew, Spuds on the starboard side and Alex on the port.

Madison Coal bought Dogwood, which was built in 1940 by Dubuque Boat and Boiler of Dubuque, Iowa, after receiving a notice that bids would be accepted on it and its two sister vessels.

"GSA is selling all three of the Sycamore Class vessels," Holbrook said. "We bid on the Dogwood because it is in the best shape." According to him, after finding out they were awarded the boat they went to Memphis to pick it up.

Holbrook said, "It took about three weeks to bring the vessel up river to Charleston."

Though the final plans for converting Dogwood are not yet decided, Holbrook and other members of Madison Coal & Supply Co., have their own ideas about the vessel.

"I think we should leave some of the boat's history intact," Holbrook said. "I'm sure it will make the boat more attractive to customers."

BMC Jimmy Kirkendall, who

served on Dogwood from 1982-87, documented Dogwood's history with photos and memorabilia from his tour of duty.

"We were a relief boat," Kirkendall who now works for Port Operations at MSO Huntington, W. Va., said. "So, we covered other vessel's areas when they went down for maintenance."

One of its crew's crowning achievements was the rescue of 300-400 head of cattle during flooding near Angola, La., in 1945.

Dogwood was decommissioned Oct. 11, 1990 in Pine Bluff, Ark., its last duty station.

After receiving the letter on the conversion of the decommissioned Dogwood, Royce cultivated a relationship with Madison Coal.

He said, "Now that they are going to carry only six passengers the vessel will not need to be inspected; so that relationship is no longer needed. I will still be here if they have any questions." ■

MSO inspectors check out newest attraction in Branson, Mo.

Tourist center adds showboat to entertainment menu — but not before CG approval

story and photos by
PA3 Timothy Payton

River Currents staff

Most people might find it hard to believe that the U.S. Coast Guard would send marine safety office inspectors to Branson, Mo., but this is exactly what Marine Safety Office St. Louis has done for the past 18 months.

Construction of the Branson Belle, a new dinner-theater showboat, began in August 1993.

Inspectors from MSO St. Louis travel to Branson twice a month to monitor the construction of the Branson Belle and ensure all safety regulations and construction standards are being met by the builder.

According to LTJG Paul E. Dittman, an inspector from MSO St. Louis, this stern-wheeled showboat was built in a very unique manner.

Construction first began at a site on the bank of Table Rock lake. Later, when enough of the hull was completed to permit it to float, the Branson Belle was slid broadside into the water.

Construction continued with the vessel floating on Table Rock Lake, where it is moored near the pier it will eventually tie up to.

This showboat could spend its entire life on the lake since it is too large to be hoisted from the water.



LTJG Paul E. Dittman (center) and CWO Jon P. Burk, MSO St. Louis, go over required fire protection on the boat with L.J. Delcambre, the yard superintendent.

There are also no streams or rivers large enough for it to travel from the lake.

According to CWO Jon P. Burk, also an inspector at MSO St. Louis, this boat is the largest vessel on Table Rock. At an estimated 204 feet (according to the American Bureau of Shipping) in length, this boat is expected to carry approximately 650 passengers.

According to Dittman, the showboat crew will consist of the master and seven deckhands.

"However," he stated. "This hasn't been determined for sure. That's something that will be discussed during the next visit."

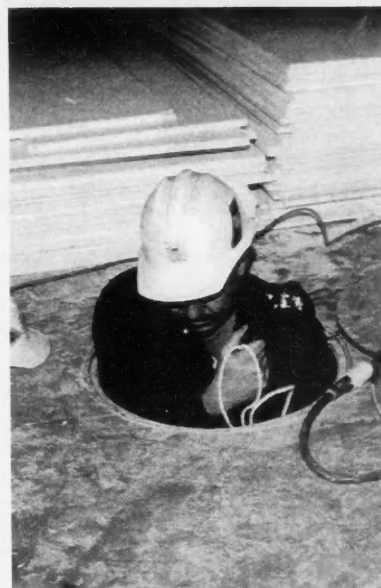
While not yet fully complete construction is expected to be complete in April.

Construction of the nearby boarding area is also nearing completion.

If all goes as planned the Belle is scheduled to open for business in April.

The new crew of the Belle will be required to pass several drills before final approval to carry passengers is granted by the Coast Guard. Some of these drills include fire fighting and man over board drills.

According to Dittman, several of the



CWO Jon P. Burk of MSO St. Louis emerges from a void after completing an inspection on the Branson Belle.

local fire stations are going to meet with the crew in order to familiarize themselves with the layout of the boat in the event they are ever called on in an emergency. ■



PA2 Frank Dunn

CWO Tracy Royce, an inspector/investigator with MSO Huntington, W.Va., inspects life rafts produced in West Virginia for ocean-going ships all over the world.

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